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THURSDAY, SEPTEMBER 19, 1907.

四拜禮

號九十月九英港香

\$30 PER ANNUM.
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Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 14,550,000

Branches and Agencies:

TOKIO. CHEFOO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHAWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTONG.
SAN FRANCISCO. LIOYANG.
HONOLULU. HUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit:—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADEWELL HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business,

receives Money in Current Account at the

rate of 2 per cent. on daily balances and ac-

cepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

6 " 4 " " "

3 " 3 " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tsientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt a/M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypotheken- und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

F. JUNG,

Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).

RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalopgan, Paseroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Koina-

Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Spigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

Letters of Credit on its Branches and corre-

spondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 per cent. on daily

balances.

Fixed Deposits 12 months 4 1/2 per annum.

Do. 6 do. 4% do.

Do. 3 do. 3 1/2% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 8th June, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS:—

Sterling £1,000,000 at 2/- = \$10,000,000

Silver \$1,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq. E. Shellim, Esq.

S. Goett, Esq. R. Shewan, Esq.

A. Haupt, Esq. H. A. W. Slade, Esq.

C. R. Lenzmann, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH,

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per annum.

For 6 months, 3 per Cent. per annum.

For 12 months, 4 per Cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [2]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 800,000

Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS

£ 800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 " " "

3 " 2 " " "

JOHN ARMSTRONG,

Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (L. 1,250,000).

Subscribed Capital FL. 10,000,000 (Paid-up).

Reserve Fund FL. 2,112,570.36 (L. 176,048).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Sama-

rang, Indramajou, Bandong and Welte-

wreden.

CORRESPONDENTS:—At Cheribon, Tegal, Peca-

longan, Macassar, Pontianak, Padang,

Medan, Penang, Rangoon, Calcutta, Bom-

bay, Madras, Colombo, Karachi, Djeddah,

Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: The Williams Deacons Bank, Ltd.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives

for collection Bills of Exchange, issues

Letters of Credit payable in all important places

of the world and transacts every description

of Banking and Exchange business.

On Current Account at the rate of 2 per

annum on the daily balances.

On Fixed Deposits: 12 months 4 1/2 per annum.

6 " 4 " " "

3 " 3 " " "

J. BOETTJE,

Manager.

16, Des Voeux Road Central, [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents

Hongkong, 31st July, 1907. [707]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., via usual Ports (MALTA 21st Sept. } See Special

of Call Capt. R. A. Peters Noon. } Advertisement

SHANGHAI, MOJI, KOBE & POONA About 27th } Freight only.

YOKOHAMA Capt. A. F. Vine, R.M.R. } Sept. }

LONDON and ANTWERP About 9th } Freight and

VIA SINGAPORE, PENANG, NAMUR Oct. } Passage.

COLOMBO, PORT SAID, Capt. H. W. Kenrick, R.M.R. }

and MARSEI LES }

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th September, 1907. [3]

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED.

NEW STOCK OF

"WALK OVER"
BOOTS

BLACK AND BROWN,
\$10.50 per pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO.

GUINNESS'S EXTRA QUALITY
STOUT.
"HORSEHEAD" BRAND.

\$20.00 per Cask of 4 Doz. Quarts.
\$24.00 " " 8 " Pints.
\$27.00 " " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 13th September, 1907. [138]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 22nd September,

THE Company's Steamship

"HONAM"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M. to the COMPANY'S WHARF.

Meals and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " " on the following day 5.00

" Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and

from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the

returning steamer from Macao.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain S. Bell Smith.
 "POWAN," 2,338 " " " H. I. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,551 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,551 " " " G. F. Morrison.
 Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain W. Reynell.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 " " " Mackinon.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 12th September, 1907.

EXCURSION TO MACAO.

THE FAST AND SPLENDID STEAMER OF
 THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME-ORIENT.
 S.S. "PAUL BEAU"

will leave Hongkong, on SUNDAY, 22nd inst. (weather permitting) at 9 A.M., and return from Macao at 5:30 P.M. the same day.

First Class single passage \$1.00
 " " return 4.00
 Second " single 1.00
 " " return 1.50

MEALS AND REFRESHMENTS SUPPLIED ON BOARD.

The steamer will be berthed at the Company's Wharf both here and at Macao.
 Passages can be booked at the office of the undersigned until 5 p.m., on Saturday, the 21st, or on board on day of sailing.

For further particulars, please apply to

BARRETTO & CO.,
 Agents.

Hongkong, 16th September, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9:30 P.M. (Saturdays excepted).
 Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—

BARRETTO & CO.,
 Agents.

Hongkong, 5th April, 1907.

WEST RIVER-BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "GAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. COMPANIES.
 Hongkong, 9th August, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.
 Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.
 O. E. OWEN,
 Proprietor.
 "CHEF" HONGKONG.
 Telephone No. K4.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 98 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Snodts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "KLEIST" About TUESDAY,
 and YOKOHAMA } Capt. Rud Meyer 24th Sept., 1907.
 NAPLES, GENOA, GIBRALTAR, } "PRINZ HEINRICH" WEDNESDAY,
 SOUTHAMPTON, ANTWERP } Capt. P. Grosch Noon, 25th Sept., 1907.
 and HAMBURG.
 MANILA, NEWGUINEA, BRIS- } "MANILA" THURSDAY,
 BANE, SYDNEY and MEL- } Capt. Minssen Noon, 10th Oct., 1907.
 BOURNE.
 YOKOHAMA and KOBE } "PRINZ WALDEMAR" About THURSDAY,
 Capt. W. v. Seeden the 18th Oct., 1907.
 KUDAT and SANDAKAN } "BORNEO" Beginning of October,
 Capt. Sembill 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th September, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
TJILIWONG...	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIBODAS...	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAHJ...	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI...	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS...	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st floor,
 Hongkong, 19th September, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.
 Hongkong, 10th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905.

PEARY'S NEW ARCTIC VOYAGE.

FITTING OUT THE ROOSEVELT.

New York, August 9.

Commander Peary, U.S.N., in a hurried visit to New York, has been busily engaged with the final preparation for his new Arctic expedition. He had hoped to be able to start by the beginning of July, but it will be nearer the end of August before the Roosevelt can sail from New York Harbour. The explorer has been granted three years' leave by the Navy Department, but if he can accomplish the main object of his quest, the discovery of the North Pole, with the further explorations, the definition and charting of the north-east coast of Greenland, supplementary aims of the expedition that may add to man's geographical knowledge more material results than the actual attainment of the polar point, he may be home again in eighteen months' time.

The delay in starting, due to obstacles such as the non-delivery of the new boilers of his ship and scarcity of funds in these days of money stringency, causes some doubt whether the expedition will reach its intended Arctic base for this year's winter quarters. If possible, the Roosevelt will be forced through the Kase barrier, thence through the Kennedy and Robeson Channels, which make the American route to the Pole, to the same point near Cape Hecla where she lay near the shore, fast in the ice, during the winter of 1905-6. But this depends on the conditions of the ice in the channels of approach to the Arctic Ocean.

It has been a late season in the Arctic region. Captain Bartlett, who again commands the Roosevelt, told me he had heard from his northern friends, and the ice had been slow to break up and drift southward. Whether it would pack in the channel in an impervious lock or be broken up so that the Roosevelt could squeeze its way through would depend on the prevailing winds when the ship reached Smith Sound.

A VISIT TO THE SHIP.

It may be compulsory, as it would be the safer plan, to spend the first winter at Etah, where Commander Peary takes on board his Eskimo and dogs, but in this case the dash for the Pole over the frozen Arctic Ocean would be deferred for a twelvemonth, as it would be impossible to start fresh on the sledging part of the expedition from the northern shore of Greenland in February or March, as is necessary. The Roosevelt in the last journey left Etah on August 15 just a month after sailing from New York, so that it will be only by great good fortune that the valuable time that has been lost can be recovered. Neither Commander Peary himself, nor his companions who have shared his experiences, are sanguine of this accomplishment.

Captain Bartlett was confident the ship would sail in ten days. The Roosevelt's yawning hold, awaiting the new boiler battery, entirely of the Scotch type, and not half Scotch, half water tube, as two years ago, looked to me ominous as I clambered over her deck in the "Shooter's" Island shipyard at Staten Island. New oak planking had replaced the timbers worn by the crushing in the icebergs. The captain would have preferred green-heart as an even harder wood. The stout cross-beams and bulkheads down in the hold showed the immense strength of the hull. In the fore-part the sailors just engaged were fitting up their berths in a cabin on the deck, while Henson, Commander Peary's faithful negro attendant, whom eighteen years of loyal service and aid in many perils make an indispensable adjunct, was overhauling the cabins of the captain and the explorer in the stern of the vessel.

SOME OF THE OFFICERS.

Wardwell, the engineer, comes from the Maine shipyard at Bucksport, where the Roosevelt was launched in 1905, and a second time will manage the 7,000 horse-power engines, the ship herself, with sides from twenty-four to thirty inches thick, is 184 ft. over all by 35 ft. beam, and of 15 ft. draft, almost of the same size as the English Antarctic ship the Discovery. Murphy, Peary's old boatswain, a Newfoundland, like the captain and rest of the crew with one or two exceptions, who are Englishmen, has again embarked, and Mr. Ross G. Marvin, a native of Elmira, New York State, Cornell graduate, a stalwart athlete, now twenty-eight years old, once more goes as Commander Peary's assistant and secretary of the expedition.

Robert A. Bartlett, master of the Roosevelt, is an old hand upon his fourth Arctic expedition. Still young in the thirties, he has been farther north than any other Newfoundland icemaster. Four uncles in the elder generation of Bartletts won Arctic laurels, two being associated with Peary's earlier expeditions. Newfoundland boasts no harder family of sailors, navigators, or fishermen. It fell to this one of the younger men to lead Peary's advanced lodging party over the icefield, in command of eight Eskimoes, establishing the caches for the relays behind them.

A NEW PLAN.

In the new expedition Commander Peary, taught by his experiences, will follow a new plan. The sledges will, if possible, be kept together all the time, so as not to risk a portion being carried away from the main body by the disruption of the ice, or separated by the "leads" of open water made by the Arctic currents. Ever since his return from the last Peary expedition, Captain Bartlett has run the gauntlet of life and death. In the early spring, he suffered a shipwreck, encountering dire peril then in his Arctic hardships. Scarcely had the Roosevelt been dismantled than he was engaged to command the Leopard, a Halifax sealer, which sailed from St. John's early in March for the Labrador coast. Besides its ordinary crew, the Leopard carried one hundred and five seal clubbers, and was heavily weighted with sealing supplies and culling outfits. The ship had scarcely cleared the harbour when she ran into a blinding snowstorm.

While he was beating his way down the coast of Cape Race, master of solid ice, the wind and shore current all forced his vessel towards the deadly shore of the south-east coast of Newfoundland, and in the dead of night the Leopard went grinding on the rocks under Black Head Cliff, a sheer promontory of three hundred feet, the Beachy Head of that coast. The sealer was doomed, but before she broke up the crew and extra hands made their way an improvised sledge to a strip of hard level ice that had formed between the hull and the cliff. Even then there seemed no way of escape. One of the men, however, discovered a number of ropes hanging from the top of the cliff to the base. They had been placed there by the Government since the wreck of the steamship Vera two years before, whose grim relic, not fifty yards away, were recognised by the Leopard's captain. Man after man hauled himself up a sheer height of 120 feet, whence the remaining 180 feet of ascent were more sloping. In the darkness, in the teeth of the hurricane, all safely reached the top of the cliff, Captain Bartlett, the last man from the bottom.

Public Company

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1907.

THE TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
 General Managers.
 Hongkong, 7th September, 1907.

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—
 JARDINE, MATHESON & Co., LD.
 Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNUITSFORD TERRACE, KOWLOON.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st September, 1907.

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st September, 1907.

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st September, 1907.

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
 LEIGH & ORANGE,
 1, Des Voeux Road.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—
 COMPRADORE,
 Barretto & Co.

Hongkong, 24th July, 1907.

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—
 Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th June, 1907.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM FARLANE,
 Manager.
 Hongkong, 22nd June, 1907.

HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers

BY

ROYAL WARRANTS

TO

H.M. KING EDWARD VII.

AND

H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDGEAR, GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS,

11, D'AGUIAR STREET and KOWLOON.
 Hongkong, 19th July, 1907.

Intimation.

WM.
POWELL,
LTD.,

ALEXANDRA

BUILDINGS.

CHINA & GLASS
DEPARTMENT.

HIGH
CLASS
POTTERY

TEA SETS,
DINNER SETS,
BREAKFAST
SETS.

TOILET SETS,
FRUIT
SERVICES.

EVERY REQUISITE

HOUSEHOLD CROCKERY.

WM. POWELL,
LTD.,
HONGKONG.

Hongkong, 16th September, 1907.

Hotel.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS.
(if required).
ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER

Hongkong, 4th September, 1907.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 21st September, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS.

Comprising—

CARVED BRASS BOWLS, VASES, INCENSE BURNERS, JAPANESE TEA-POTS, TORIJE, OLD BRONZE VASES, GONGS, IVORY CARVINGS, GOLD AND SILVER CLOTH-ONNE WARE, IMARI and MAKUDZO VASES, SILK EMBROIDERED SCREENS, &c., &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 17th September, 1907.

By ORDER OF THE MORTGAGEES.

MESSRS. HUGHES & HOUGH have received instructions to sell by

PUBLIC AUCTION,

on

WEDNESDAY,

the 25th day of September, 1907, at 3 P.M., at their Sales Rooms, 8 Des Vaux Road Central.

THE FOLLOWING

VALUABLE LEASEHOLD

PROPERTY

IN ONE LOT.

ALL THAT Piece or Parcel of Ground registered in the Land Office as THE REMAINING PORTION OF SUBSECTION A OF SECTION 1 OF THE RECLAMATION TO MARINE LOT NO. 104 TOGETHER with the three messuages and premises thereon known as Nos. 27, 29 and 31 Des Vaux Road Central. Annual Crown Rent \$57 04. Area 1,514 1/2 square feet.

Particulars and Conditions of Sale can be obtained of

Messrs. HUGHES & HARSTON,

Vendors' Solicitors.

Messrs. HUGHES & HOUGH,

The Auctioneers.

Hongkong, 7th September, 1907.

(814)

For Sale.

CLEARANCE SALE.

FOR ONE WEEK ONLY.

COMMENCING on MONDAY, the 16th instant.

CAMPBELL, MOORE & CO., LD.,

29, Queen's Road Central.

Hongkong, 13th September, 1907.

(830)

A. CHAZALON & CO.,

6, Queen's Road Central,

WINE, SPIRIT and COAL MERCHANTS and GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S 'TOUT

in pints and Baby bottles.

FRENCH SYRUPS

GREENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE

AND

Other FRENCH MINERAL WATERS

ALSO

Large Assortment of CANNED GOODS

suitable for Pic-nic.

Hongkong, 15th May, 1907.

(140)

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

= S.S. "BENMOHR,"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Britannia*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th September, 1907.

(12)

GREEN ISLAND CEMENT COMPANY, LIMITED.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO."

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 13th September, 1907.

(12)

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRASAMHA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, TO-DAY.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 13th September, 1907.

(827)

S.S. "NERA."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

s.s. *Dordogne* and *Malapan*, from Havre

ex s.s. *Malapan*, and from Bordeaux ex

s.s. *Cambrai*, in connection with above

Steamers, are hereby informed that their Goods, with the exception of Opium, Tea, and other Valuable articles, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 23rd September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 23rd September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 16th September, 1907.

(10)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th September, 1907.

(12)

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag

ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd October, 1906.

(14)

THE PROPOSED JAPANESE MATCH "COMBINE."

REMARKABLE STATEMENT.

WARNING TO FOREIGN CAPITALISTS.

The combination of match manufacturers projected between a foreign syndicate and Japanese makers, which was at one time reported to have quite matured, appears to be still dragging on indefinitely, owing to the hesitation shown on the part of the Japanese manufacturers. The statement on this question of a certain business man in the match trade, quoted in the *Osaka Mainichi*, is interesting and instructive. To tell the truth, he says, the enterprise is as unbecoming in its nature to the personality of the Japanese match manufacturers as it is adventurous, and doubt has been expressed from the first as to its success. Strangely enough, Mr. Inouye Teijiro, a man of ultra-conservative views, has taken upon himself this remarkable and stupendous enterprise. The excuses he made for his move are worthy of admiration. They are to the effect that up to the present the match industry in Japan has continued to grow by leaps and bounds. But double were expressed in influential quarters as to its future, and it was felt that for obvious reasons it would be impossible for it to maintain its present prosperity much longer. It was now high time that suitable means should be elaborated to meet the requirements of the time, and the opportunity for a trust presented itself. The scheme was to be conducted without any assistance from the Government. Success in this enterprise would mean not only success for the match industry, but for the Empire's industries in general.

Success in this scheme, Mr. Inouye was sure, would give an incentive to foreign capitalists to invest their money in matting, straw braid and other industries, and foreign money would flow in almost without limit. Not only this, but the scheme would be the barometer by which the industrial development of Japan would be gauged. Everybody, therefore, must lend their assistance towards its success, sacrificing personal interests, and only acting under the guidance of the public welfare. Mr. Inouye has devoted himself to this industry for thirty years, and has been largely responsible for bringing it to its present prosperous state. He felt it a duty incumbent upon himself as a patriotic and business man, to place the industry on a sound basis. The urgent necessity for the combination of the match industry was acquiesced in by everybody, and the accomplishment of the scheme might have been quite possible if undertaken with honest and sincere intention, independent of personal interests. He stated that he had decided to push on the scheme with great determination as a national work. In the event of the negotiations with the Mitsui or E-wa faction of the industry falling through, he said, he was determined to fight out the opponents, and he was confident that there was nothing to fear. With such great determination and high spirits, Mr. Inouye, a leader among match manufacturers, took the initiative in supporting the scheme, and more especially as it was mentioned that the combination was to be made in co-operation with foreign capitalists, no one thought the scheme would collapse without due reason. No one doubted its consummation, and all the manufacturers who lent their support refrained from making undue demands, and thus a large number of supposed supporters were obtained. The combination being undertaken with such honest and sincere intentions as stated by Mr. Inouye, the scheme, it was thought, would surely be successfully floated.

Even the Kobe manufacturers, who at first hesitated to give the scheme their support, welcomed the determination and enthusiasm of Mr. Inouye, and subsequently agreed to support the scheme. Encouraged by the large support obtained, Mr. Inouye, after a series of conferences with Mr. B. Runge, of Yokohama, the representative of the foreign syndicate, agreed upon the basis of the terms of the combination. This was in the latter part of June. On July 6th last Mr. Inouye proceeded to Tokyo where he met the representatives of the foreign syndicate, returning to Osaka on the 10th of the month greatly satisfied with the prospects. Unfortunately just at that time Mrs. Inouye was taken ill in Tajima, and he was obliged to visit her there. In a few days, he returned to Osaka and reported to the supporters on the result of the conference in Tokyo, when they were much pleased. Mr. Inouye stated that a central company would soon be established preparatory to the purchase of the factories, and then requested the merchants to send in their lists of the particulars and trade-marks without delay. Mr. Inouye added that an engineer of the syndicate was on his way to Japan, and it was necessary to have everything completed before his arrival.

Contrary to expectation, nothing had been heard of the central company—which was promised by Mr. Inouye to be formed without delay—during July. It was announced that its formation would be duly registered with the authorities on the 5th of last month. This announcement was not fulfilled and the registration was indefinitely postponed. In the meantime Mr. Inouye continually visited Kobe, but it appears that for some reason or other he was unable to attain his object. The foreign engineer arrived, and Mr. Inouye did not see him, because all the necessary preparations were not completed, and even the central company was not yet in existence.

Thereupon, Mr. Inouye suddenly left Osaka for Tajima on the ground of the illness of his wife. Telegrams came from Tokyo urging Messrs. Inouye, Takigawa and Doi, to proceed to the capital immediately. But hardly any preparations were made. Mr. Takigawa was stricken down by illness, Mr. Inouye had gone to Tajima, and everything fell upon the shoulders of Mr. Doi, who was original contractor. On the arrival of the foreign engineer,

he began to make haste for the preparation of the list of the factories, &c., but nothing was done in the most important of all matters, the formation of the central company.

The foreigners had been informed that all the preparations had much progressed. They agreed upon the basis of the contract for the combination after a series of conferences with the prominent match manufacturers of Japan. Moreover, Mr. Inouye is admitted by all to be a man of honesty and integrity, and this of course strengthened the foreigners' confidence in the undertaking. No one would believe that the matters agreed upon by such a man after a series of conferences would be suddenly dropped, and the foreigners made serious and justifiable protests, but Mr. Inouye, the principal of the Japanese representatives, evaded the responsibility by going away to Tajima and saying nothing further. The meeting with the foreigners could not be postponed on such an excuse. Mr. Doi proceeded to Tokyo on the 16th ultimo, but to the disappointment of the foreigners he brought nothing and the Engineer was justly indignant, while Mr. Runge, at whose invitation the Engineer came out to Japan, strongly questioned Mr. Doi, showing telegrams sent by the promoters in Osaka. Mr. Doi was placed in a very embarrassing position and did not know what answer to make. At last he lifted over the situation by promising that he would go back to Osaka and complete everything. The foreigners, who were not anxious to upset the scheme, allowed grace to the 20th instant. In the meantime the Engineer was to visit China and Korea, and Mr. Inouye came back to Osaka on the 20th ultimo.

The gentleman who makes these statements in our Osaka contemporary is at a loss to know what motive Mr. Inouye could have had for leaving the matter without explanation as he has done. He and his colleagues are responsible for the negligence. It is a matter for extreme regret that such disgraceful proceedings have occurred in a matter of this kind, especially as foreigners are so closely concerned. It will not only affect the match industry, but general industries of Japan, as Mr. Inouye stated. Mr. Inouye is a man of high standing, bearing a Blue Ribbon medal conferred upon him by the Government in recognition of his distinguished services rendered to the State. Mr. Takigawa bears the 6th Class of the Order of Merit for the same services, and it would seem impossible for men of such standing to drop the matter in this way as it will bring serious reflection not only on them but on the prestige of their nation.

Now, the writer points out, on y 15, says are left before the return of the Engineer from China, and it appears that nothing is being done. There may be complicated circumstances, and it may be interesting to learn what they are, but it is extremely to be regretted that the foreigners who entered this scheme in good faith should find that they have been duped. If the matter is dropped at this stage, concludes the writer, it will involve the question of the commercial morality of match manufacturers of all Japan, and is sure to affect the prestige of Japanese business men in general. The strange attitude of the promoters is to be truly deplored.—*Japan Chronicle*.

Intimations.

SWATOW DRAWN WORK COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c., all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE. CANTON EMBROIDERY and CHINESE LACES,

all from the best French patterns.

HONGKONG and SWATOW.

Hongkong, 13th September, 1907.

(828)

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE

Hongkong, 16th September, 1907.

(13)

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is gullible of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOLES' PREPARATION is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La-Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dulse, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Undertakes and Executes

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.,

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 22nd May, 1907.

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

WATSON'S HOUSEHOLD AMMONIA.

An Elegant Preparation for the Toilet and Bath, Refreshing and Invigorating.

LOTION

FOR

PRICKLY HEAT.

An Efficacious Remedy, GIVES INSTANT RELIEF.

PURE CARBOLIC SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL.

Guaranteed to contain 20 per cent. of Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of Pure Carbolic Acid.

FRAGRANT TOOTH WASH.

Antiseptic and Detergent—Whitens the Teeth and strengthens the Gums.

A. S. WATSON & CO., LIMITED.

CHEMISTS, DRUGGISTS AND PERFUMERS.

THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1927.

NOTICE.

All communications intended for publication in "The Hongkong Telegraph" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per month, proportionate.

The daily issue is delivered free when the address is accessible to messenger.

An additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue is any part of the world 180 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

At Wuchow, 15th inst., the wife of J. H. PEARSON, of a son.

DEATHS.

On August 7, 1927, at New York, CHARLES EDWARD CARSON, late Agent for Messrs. Jardine, Matheson & Co., at Ichang, in his 29th year.

On September 12, 1927, at Ningpo, H. E. WAINSTROM.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 19, 1927.

PLAQUE RESEARCH.

The progress of plague research is of such intense interest to all in the Colony that frequent reference to it calls for no apology. According to the *Bombay Gazette*, the report has just been issued of the work done during the last nine months of last year at the Bombay Bacteriological Laboratory which is better known under its old name of Plague Research Laboratory. On January 10, 1897, Professor Haffkine had the first inoculation performed on himself, and since that date the laboratory has issued 6,321,578 doses of prophylactic vaccine. Of these 5,754,044 doses have been issued to medical men in India and 567,534 to places outside India, but, unfortunately, there is no means of knowing how many of these have been actually used. A noticeable feature of the period under review, observes our contemporary, was the decrease in the demand for the vaccine. Colonel Banner-mann accounts for it by suggesting that it may be an unlooked-for result of the appointment of the Plague Research Commission. It is natural, he says, that people should try to put off the inevitable, when it takes the disagreeable form of hypodermic medication, and to accept any excuse that will serve this purpose. Very great interest has been taken in the researches of this Commission and people

have been inclined to neglect inoculation in the hope that some more agreeable method of protection from plague might be discovered. Those hopes, however, seemed doomed to failure. There has been no weakening in the advocacy of inoculation as the best safeguard, and unless some startling discovery be made, there can be little chance of its losing its scientific popularity. The report under review contains some interesting comments and figures from officials who have been working to combat plague in different parts of the Presidency. From these it is evident that the prophylactic does carry with it the highest preventive powers. From Kharkee come some convincing figures. Plague was raging in Poona and, on September 5, the first case occurred in the Kharkee Bazaar. Next day the followers were ordered up to be inoculated. Of 1,312 men women and children, only twelve were not performed upon. In judging of the result, two individuals, who had contracted the disease before the systematic inoculation was performed, are excluded. Out of the thirteen hundred inoculated, five were attacked and one died, which gives a percentage incidence of 0.38 and a percentage of case mortality of 20. Of the remaining ten, four were attacked and three died, giving a percentage incidence of 40 and percentage of case mortality of 75. From Karachi it is reported that out of 1,245 persons inoculated, 22 were attacked and four died, the percentage case mortality being 18.18 as compared with 62.50 amongst the 66 un inoculated, there being 8 cases and 5 deaths. If, points out the report, the 1,245 had suffered to the same extent as the un inoculated, they would have had 166 attacks and 104 deaths instead of the 22 and 4, a difference of 87 and 96 per cent. respectively. Such figures cannot be ignored and now that the Commission has set its seal of approval upon inoculation, the Bombay journal hopes that less dilatoriness in submitting to the operation will be observed.

LOCAL AND GENERAL.

THREE of the motor cars which participated in the Peking to Paris race arrived at Warsaw at 9 o'clock on the morning of 20th ult., and were accorded a friendly welcome.

THE Ministry of Justice at Peking has drawn up its scheme for the establishment of the new Courts of Law throughout the Empire, and will report the same to the Throne within the next few days.

CAPTAIN Kincaid-Smith, M. P., left Southampton by the steamer *Kristin* on a visit to China, Japan, and Korea. The hon. member will return via San Francisco in time for the opening of Parliament.

THE Norddeutscher Lloyd announce that, commencing with the sailing of the s.s. *Prinzess Alice* from Southampton on Oct. 1, the steamers of its China and Japan line will call at Algiers both outward and homewards.

THE Russian East Asiatic and Volunteer fleet lines on 16th inst., reduced their eastward voyage rate to \$25, which was immediately met by the Norddeutscher Lloyd, the Hamburg-America, the Holland-America, and the Red Star lines. The Russian lines thereupon promptly reduced their rates to \$23.

THE Far Eastern Agency Company has been registered with a capital of £1,000 in £1 shares (500 five per cent. non-cumulative preference). The object is to act as railway, shipping, immigration, advertisement and forwarding agents, carrying by land and water, &c. No initial public issue. Registered without articles. First directors, W. H. Boyd and H. Hackett. Office, 5, Fenchurch-street, E.C.

THE marriage of Miss "Denise Orme," the comedienne, to the Hon. John "de-Buller," son and heir of Lord Churston, is announced, just about four months after it took place. The bride's real name was Jessie Smithers. Captain de-Buller is in the Scots Guards, and was at one time aide-de-camp to the Viceroy of India, and later to the Duke of Connaught.

THEIR Excellencies, Ta Shou, Wang Ta-hsi and Yü Shih-mei, Special Commissioners to Japan, Great Britain and Germany, respectively, to study the politics and Government of those countries will have their farewell audience and leave Peking during the first week of October next. In the meanwhile their Excellencies are engaged in selecting their suites, the members of which must have had a foreign education.

It is stated in a Tokio despatch of 13th inst., that while engaged in investigating marine products the training ship *Kaiti Maru*, with twenty students and sixteen others on board, drifted southwards of Korea and was wrecked by the high waves. Two corpses have been found; the fate of the others is not known. The warship *Kuangi* is proceeding to the scene of the disaster. Three steamers have gone ashore at Hokkaido in the storm.

A LIVERPOOL correspondent hears on the best authority that Messrs. A. Holt and Co. have decided to discontinue carrying Chinese firemen on the vessels of the China Mutual Steam Navigation Company. He understands that the firm has had great trouble with the Celestial firemen by reason of their tendency to deserting at this end of voyage. The supply of these crews at Chinese ports has also recently left much to be desired as regards the class of men shipped.—*Hong Kong paper.*

H.E. VICEROY CHANG.

RECEPTION AT HONGKONG.

GUEST AT GOVERNMENT HOUSE.

ENTERTAINED BY THE CHINESE COMMUNITY.

Whether by design or by accident, the annual disappointment attended the expected arrival of the new Viceroy of the two Kwang in Hongkong yesterday as on the occasion of the coming of the last Viceroy, H.E. Chow Fu. Although due to arrive in the Colony on his way to the seat of Government two days before, the *Maifoo* did not actually put into port until almost all hopes had been abandoned of His Excellency's intention to visit the Colony en route to Canton. On that occasion, however, the veteran Viceroy was weather-bound. H.E. Chang Jen Chun, the present Viceroy-designate, was expected here early yesterday. Military arrangements had been made to receive His Excellency at the landing, and members of the Police Force were detailed to maintain traffic at Blake Pier and along the route to Government House. At the gubernatorial residence the Governor, Sir Frederick, and Lady Lugard were to entertain the Chinese representative at luncheon to which a select party had been invited to meet the Viceroy. Members of the Chinese Community had organized a special entertainment for his Excellency. The *Tai Shan*, by which the party were travelling, did not put into port until late in the afternoon when all the completed arrangements had to be called off. Speculation was rife as to whether the inclement weather had detained the China Merchants' steamer, or some other reason should be assigned for the inordinate delay in the vessel's arrival. By many versed in Chinese customs and folklore it was never seriously entertained that H.E. Chang would—if the day had been recalled to him—accept any jubilant celebrations in his honour yesterday. The day, according to the orthodox rituals of the Chinese, was the day known in the native annals as the 辰辰 (*Chen Chen*), that is, the anniversary of the death of an Emperor or Empress of the present dynasty of China. By all the precepts of Court etiquette, no official could do his ceremonial robes on such a day. The fact is thus explained why the *Tai Shan* did not arrive, as expected, early yesterday, and when she was first sighted steaming dead slow through Lyceum Pass somewhat late in the day, there was a conspicuous absence of the bustle and pleasurable excitement usually attending the landing of a notable dignitary.

Mr. W. R. M'D. Parr, the Commissioner of Customs for Kowloon and district, set out on the Revenue launch *Kowloon* to board the *Tai Shan* as she entered the fairway. Arrangements were then made by Commissioner Parr for the official landing to-day.

DEPUTATION FROM CANTON.

Following conventional custom a naval, military and civil deputation was despatched to Hongkong from Canton to extend to the new Viceroy a hearty welcome to the Provincial capital. Prominent among the members of the deputation was Brigadier-General Cheung, successor to the ex-Commander-in-Chief, Li Chun, who, since his appointment as *Chunai* at Pakhoi, has proceeded South at the head of a body of troops to suppress the recent outbreak at Yumchow and Linchow. Admiral Li, it will be remembered, figured conspicuously in Hongkong on the occasion of the arrival of the former Viceroy Chow Fu. Li acted as interpreter at the Chinese entertainment on that occasion.

Commodore Yau Po-yun was also of the deputation, which included Taotai Su Wing-ting. A "mosquito fleet" of gunboats was despatched to Hongkong by the provisional Government at Canton to accord to the Viceroy-designate a fitting tribute of welcome. The flotilla has been lying within the waters of the Colony since Monday. This little fleet at Lanchow was conspicuous by the display of the dragon flag at the fore to-day. The Imperial yellow ensign with the blue dragon fluttered to the breeze from the masts of the *Shan Hong*, *Lo Pih*, *On Nam*, *On Yu* and *Kwong Hing* throughout to-day as the Viceroyal party was engaged over the official calls.

In addition to the Chinese gunboats sent by the Canton authorities, the Shan Hou Chu despatched four steam launches, whilst the other bureaux at Canton were jointly represented in Victoria harbour to-day by two launches. All the welcoming craft sported the dragon flag forward.

THE HONGKONG CHINESE.

The *Tai Shan* steamed down the harbour and made fast to the China Merchants' wharf yesterday. Late in the evening, at eleven o'clock, a deputation of Chinese gentlemen, representative of the community in Hongkong, called on board to offer to his Excellency their greetings on behalf of their fellow-countrymen. The deputation consisted of Messrs. Fung Wa Chun, Ho Kom Tong, Wan Ho, Lung Kin On, Leung Kwai, Tsün, Yeung Hia Pong and others. These gentlemen were introduced to the Viceroy by his foreign secretary, the well-known Taotai Wen Tzung Yao, who held similar office at Canton during the administration of Viceroy Shum. The Viceroy-designate was most affable in his reception of the Hongkong deputation with whom he discussed freely on the present condition and future prospects of the trade in South China. When it was stated to him that Hongkong was passing through a period of severe trade depression and commercial stagnation, His Excellency remarked that similar conditions were represented to him at having obtained both at Newchwang and at Shanghai. He informed the company present that he was given a most kindly reception by the Cantonese community in Shanghai by whom he was banquetted in the most sumptuous style. Ju Ching, Taotai of Shanghai, who returned from Nanking on Tuesday, gave a farewell dinner on Tuesday evening at the Bureau of Foreign Affairs, and the same

night, His Excellency resumed his journey to Canton.

THE CHINESE OFFICIAL DEPUTATION.

Yesterday evening there also called upon his Excellency the official reception deputation from Canton; there was a body of some fifty to sixty officials who went to pay their respects to their new chief on board the *Tai Shan*.

TO-DAY'S PROGRAMME.

The programme for to-day was then arranged and as it will appear from the following account of the day's proceedings, the aged Viceroy (H.E. is 67) had a somewhat full day of it. It speaks much for his endurance that H.E. Chang could have gone through the day's ceremony without feeling fatigue from the warmth of the weather. A visit to the Commodore, the official landing, a call upon H.E. Major-General Broadwood, C.B., Commanding the Troops in South China, then the formal visit to the representative of the King in Hongkong, followed by the luncheon given by Sir Frederick and Lady Lugard and later the entertainment at the Chinese Club, and then back on board the *Sam Hong* to receive the return calls of the British representatives in Hongkong, were all included in the proceedings of to-day.

VISIT TO THE COMMODORE.

Mr. W. J. Hewitt, assistant tide-surveyor, of the Chinese Imperial Maritime Customs, had charge of the arrangements afloat for the transport of the Viceroyal party. At 11.15 o'clock in the forenoon H.E. Chang Jen Chun made his first official visit. It was to Commodore Stokes, R.N., on board the receiving ship, H.M.S. *Tamar*. The *Kowloon* flag, flying the distinctive viceroyal flag, yellow with a Chinese character in red, conveyed the party, consisting of H.E., Taotai Wen, and suite on board. The party were introduced to the Admiralty officials by Customs Commissioner Parr who accompanied them. On the stroke of twelve o'clock (noon) the *Kowloon* Tait cast off from the *Tamar*, and the guns of the receiving ship boomed forth a salute in honour of His Excellency.

THE OFFICIAL LANDING.

Meanwhile a Guard of Honour, furnished by the 3rd Middlesex Regiment, under Lieut. Fleming, had drawn up on Blake Pier. The approaches to the principal landing stage of the Colony were kept clear by a force of European and Indian Police under Chief Inspector Baker. An immense throng of thousands of Chinese had gathered along the Praya and occupying every point of vantage were hundreds of Europeans. The viceroyals of the offices in Hotel Mansions, King's and St. George's Buildings and all the leading mercantile houses on the waterfront contained hundreds of interested spectators.

At five minutes past twelve the Viceroy landed, accompanied by Taotai Wen and Commissioner Parr. The shore battery fired a salute of nineteen guns, meanwhile the Guard of Honour presented arms and the Regimental Band played one bar of the Chinese National Anthem. The Viceroyal trio marched down and up the pier. The inspection concluded, Mr. Parr thanked Lieut. Fleming, on behalf of the Viceroy, for the Guard upon whose smartness of appearance H.E. congratulated the Officer.

H.E. Chang then got into the special chair provided for him, and the party made their way in procession to the Headquarters House on a visit to General Broadwood.

LUNCHEON AT GOVERNMENT HOUSE.

At Government House the Chinese Viceroy and party were entertained to luncheon. There were the customary representative heads of official departments, military and naval officers and other distinguished members of the community to meet the Viceroy. Incidentally, it may be observed that, whereas on this and like occasions the Chinese members of the Legislative Council take their seat at the gubernatorial board, the suggestion may be offered that, where a distinguished Chinese personage is the honoured guest of the representative of His Majesty in Hongkong, a few more invitations to the leading members of the Chinese community in Hongkong will, without doubt, be much appreciated at the same time as the amenities between the governing body and the majority of the governed will be more pleasantly promoted. Never was the tradition of Government House upheld with more dignity than at present by their Excellencies Sir Frederick and Lady Lugard, and the relations with the Chinese can never be better advanced than were they given a little more freedom of access into our official social functions in the Colony. This digression from our immediate subject is excusable.

But to return. Politics did not enter into the subject of conversation between the representatives of the two friendly Powers living in close proximity to each other and whose interests by geographical juxtaposition are interwoven one with the other. The topics of communication embraced all manner of generalities. Before the Viceroy took his departure from Government House, Sir Frederick Lugard intimated his intention of visiting Canton, when His Excellency may have occasion to discuss with the Viceroy the subjects of paramount importance affecting the two centres of such predominant interests in South China as Hongkong and Canton.

THE CHINESE ENTERTAINMENT.

Punctually at three o'clock the Viceroyal entourage, accompanied by Customs Commissioner Parr, arrived at the Chinese Club in Queen's Road, the Police again keeping the roadway clear under the direction of Chief Inspector Baker. The Club colours were flown conspicuously from the topmost verandah of the Club premises; the British flag was displayed from the right flag-pole and the Chinese from the left. The stone pillars and arches at the entrance and all the way up to the second storey were garlanded with evergreens and a profusion of fragrant flowers. The stairway was carpeted in red. The whole scheme of decoration was simply yet effective, and Mr. She Po Sham is due the credit of the entire tasteful "set-up" of the Club buildings for the auspicious occasion.

The reception committee was formed of the following Chinese gentlemen—Messrs. Fung Wa Chun, Lau Chu Pak, Ho Kom Tong, Tam Tai Kung, Ho Fook, Yung Hin Fong, Lau Chin Ting, Leung Kiu On, Li Po Kwai, Tong Lai Chuen, Leung Kwai Chuen, Sin Tak-fan, Pun Yün Chuen, Ng Hon Chi, Ng Li Hing, Tsai Yam Chi, Wan Hoo, Sing Yuen Fai, Chao Lap Chee, Tsang Yui Kai, Kong Shu Chue, Pui Pui Yee, Mok Cho Chuen, Chuk Yuen Fung, Poo Tak Hing, Kwok Yiu Woon, Wan Kwok Hing, Lo Koon Tin, Hu Chee Hin, Cheong Kung Sin, and Cheong Kung Wai.

The distinguished visitor was received by Messrs. Fung Wa Chun, Lau Chu Pak, Ho Kom Tong and Tam Tai Kung on behalf of the promoters of the entertainment. By them the Viceroy was conducted to the sitting room. Members of the reception committee were then presented to the Viceroy individually, each in turn making the usual Oriental obeisance as he filed passed the aged administrator. After a brief interval during which Viceroy Chang conversed with Mr. Parr, who commanded a ready fluency of the Pekingese tongue, the party adjourned to the dining room in which a cake and wine banquet was subsequently served in the orthodox Occidental fashion. Seats of honour were occupied by the guest of the afternoon (the Viceroy), Taotai Shen of Swatow district, General Wong, Kum Fuk, Taotai Wen (Foreign secretary), and Mr. Parr.

The usual toasts were pledged in the briefest terms. The speakers were Mr. Fung Wa Chun, the Viceroy, and Mr. Sin Tak Fan. The Hongkong gentlemen spoke in the Cantonese dialect, their addresses being rendered into Mandarin by Taotai Wen. At the conclusion of the banquet, group photographs were taken by Chinese photographers of the party.

THE RE-EMBARKATION.

From the Chinese Club the Viceroy and suite proceeded on board the Chinese gunboat *Sham Hong* which, at noon, had steamed up to the man-of-war anchorage, "dressed" for the occasion.

THE RETURN VISITS.

Later in the afternoon Sir Frederick Lugard, accompanied by his A.D.C., Capt. Taylor, returned the Viceroy's visit on board the gunboat. The Governor was followed by the Commodore, and the General.

At eight o'clock to-night the Viceroyal party will again board the *Tai Shan* and will enter upon the last stage of the journey to Canton. In the Capital H. E. Chang Jen Chun will be called upon to wield the destinies of two sister provinces at a time when the internal conditions of the country, the evolutionary development of its people, and the commercial and material progress of the lower of the twin provinces will call forth into activity all the best physical energies and moral strength of a man who at sixty-seven—the age of the Viceroy—will be confronted with a task of no insignificant proportions.

GERMAN SEAMAN ROBBED.

PUBLIC-RICKSHA COOLIE CHARGED.

Arthur Giese, a German sailor, residing at the "Sailors' Home, West Point, had a most awkward experience with a number of ricksha coolies on Monday night. Engaging a ricksha outside the Kowling Theatre, Giese, it was stated, told the coolie to drive him to the Home. The coolie started out in a westward direction and, arriving at the first corner—Wimber Street—turned down that street. Reaching at a safe spot, the coolie, it was alleged, suddenly dropped his shafts, throwing out the fare. Assisted by two other coolies, they held down the German and relieved him of a leather purse, which contained \$3. Then they fled. Giese made his way to No. 7 Police Station and reported the matter to Inspector Collett, who lost no time in rounding up a number of ricksha men. Amongst a number of men this morning Giese pointed out one Cheng Ching, of ricksha 268, as one of his assailants.

To-day, the accused was charged before Mr. C. A. D. Melbourne with theft, and the case was remanded.

LAU HI, a coolie employed on board the Canton steamer *Fathian*, was arrested yesterday afternoon on board the ferry launch *Lo Chai* for carrying concealed weapons—to wit, a Chinese sword. This morning, in the Police Court, he pleaded guilty to the charge before Mr. Melbourne, who confiscated the weapon.

A SIXTEEN-YEAR-OLD boy named Chan Hing was the defendant in a case heard before Mr. C. A. D. Melbourne, at the Police Court, to-day. Li Wah, a foreman coolie, of 67, Second Street, was the complainant. He charged the lad with stealing \$100 from him this morning. Accused was employed by complainant as a house-boy. Before going to bed last night the foreman locked up \$100—coolies' wages—in a box. This morning it was gone. As accused was the only person who had gone to his employer's room in the interim he was suspected. At first he denied guilt, but when pressed he admitted to his employer having removed the bills. Mr. Melbourne ordered him to receive twelve strokes with the birch.

THE officers of the Directorate of Military Operations at the War Office have prepared a number of lectures on the subjects of "The Chinese Army," "Intelligence in European Warfare," "The Military Situation in the Far East," "Russia in Central Asia," "Intelligence Work in India," "Arabia and Syria," "Holland," "Egypt," "Sinal and the Sudan," "West Africa," "The Panama Canal," "Intelligence in South America," "The French Colonies and French Colonial Army," "The Canadian Militia," and "The Forces of Australasia," the intention being that the officers in question shall be available to give lectures in the home commands upon their respective subjects during the forthcoming winter season, on sufficient notice being given to the Director of Military Operations.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

"TAFOO" BEACHED.

NEARLY TWO HUNDRED BODIES RECOVERED.

(From Our Own Correspondent.)

Shanghai, 19th September.

12 Noon.

The steamship *Tafoo Maru* was beached near Kiukiang.

Up to the present time 179 bodies have been recovered, but it is feared that many more have lost their lives.

SHANGHAI TRAGEDY.

RUSSIAN JEWESS MURDERED.

(From Our Own Correspondent.)

Shanghai, 19th September.

12 Noon.

A Russian Jewess was murdered by strangling in Scott Road yesterday afternoon.

So far, the assailant remains undiscovered.

It is believed that the motive of the murderer was robbery.

MR. TAIT'S MISSION.

AN IMPORTANT PROGRAMME.

A Tokyo dispatch to Osaka journals states that Mr. Tait, who left Seattle by the *Minnowa* on the 10th instant for Manila, will call at Yokohama, Kobe, and Nagasaki. He will travel through Europe on his way home in a purely private capacity. His mission to the East is firstly to decide certain questions relating to the administration of the Philippines at the meeting of the new Assembly, which is to be opened next month, and next to convey to the Japanese Government the sincere intentions of the U.S. Government in regard to the relations between Japan and the United States, and come to a satisfactory solution of the Japanese immigration question on the Pacific coast.

Mr. Tait is also specially commissioned by President Roosevelt—says this message—to explain to the Japanese Government that in sending a battleship squadron to the Pacific the U.S. Government has no malicious intention. He is further authorised to settle other minor questions upon his own responsibility without explicit instructions from the President.

A WHITE Paper has been issued with the text of the new contract between the British Postmaster-General and the P. and O. Company for the conveyance of the India, China, and Australia mails on the expiration of the present contract on Feb. 1 next until Jan. 31, 1915. This contract is, of course, distinct from the Colonial contract which the Commonwealth Government in seeking to negotiate. A Treasury minute which accompanies it states that the only tender was put in by the Peninsular and Oriental Company. It was at first decided to prolong the existing contract to 1912, but, at the request of the India Office, the question was re-opened, and the present contract was finally agreed to. By the new contract the annual subsidy will be at a fixed rate of £305,000. Under the contract of 1904 it was £340,000, subject to reduction to £330,000, or £315,000, with retrospective effect for the whole period in the event of the extension of the contract to five or seven years respectively. The periods of transit under the new arrangement will mean a saving as follows: Brindisi and Bombay, out and home, 8 hours; Brindisi and Shanghai, out 34 hours, home, 24 hours; and Brindisi and Adelaide, out 24 hours, home 13 hours. The company agree not to give any undue preference in their general carrying business to the disadvantage of British shippers. There is a provision to the effect that the master, officers, and at least three-fourths of the crew of every mail steamer must be British subjects. It is also provided that a majority of the board of directors shall possess the same qualification. The restriction of parcels to a maximum weight of 11 lbs. is removed, and no reference is made to Admiralty subvention allowances, which have now lapsed.

SHIPPING AND MAILS.

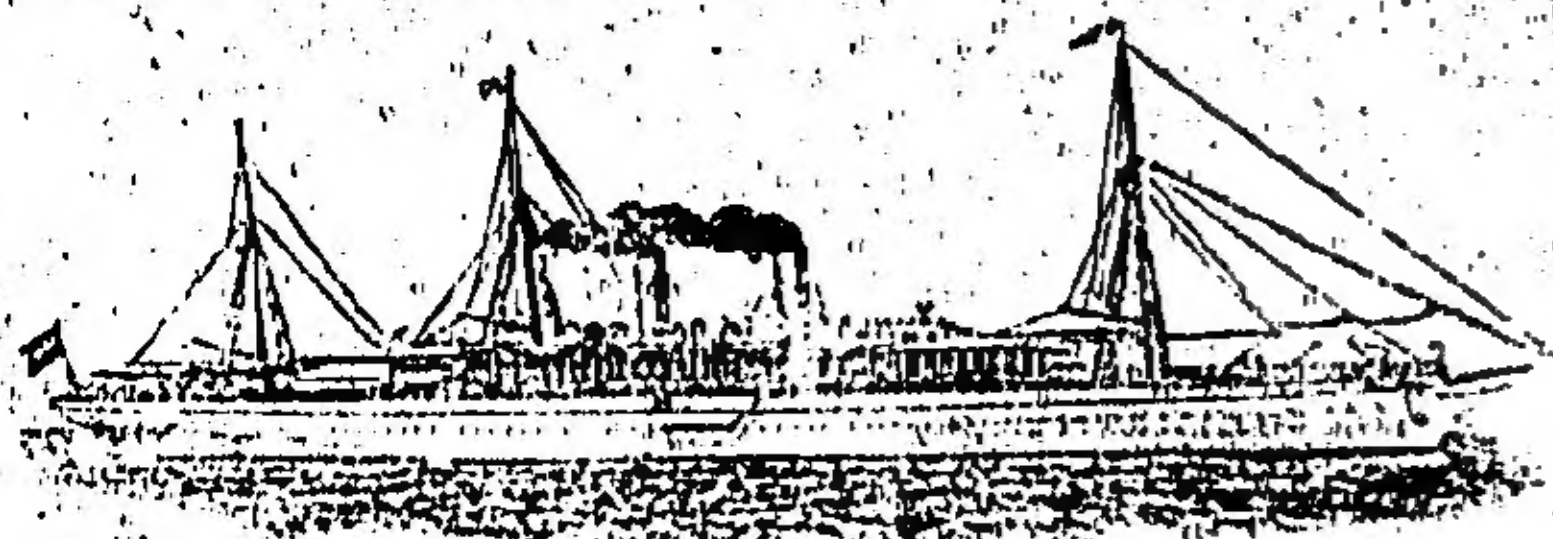
MAILS DIV.

Indian (*Lalsang*) 21st inst.
Canadian (*Empress of India*) 22nd inst.
German (*Kluti*) 24th inst.
German (*Prins Heinrich*) 24th inst.

The Indo-China Co.'s s.s. *Namung* left Moji on 18th inst., at 7 p.m., and may be expected here on 25th inst., a.m.

The H. A. L. s.s. *Survia* left Singapore on 19th inst., at 8 a.m., and may be expected here on 25th inst., a.m.
The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 9 a.m. on 19th inst., and left again at 6 p.m., same day, for Hongkong, where she is due to arrive at 7 a.m. on 22nd inst.

Shipping—Steamers.

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ROYAL MAIL STEAMSHIP LINE.

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The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

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R.M.S. "EMPEROR OF CHINA" 6,000 Tons	THURSDAY, Sept. 19th
R.M.S. "EMPEROR OF INDIA" 6,000 Tons	THURSDAY, Oct. 24th
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons	WEDNESDAY, Nov. 6th
R.M.S. "EMPEROR OF CHINA" 6,000 Tons	THURSDAY, Dec. 19th

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For further information, Maps, Routes, Hotel Books, Rates of Freight and Passage, apply to H. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN & SWATOW & CHEFOO	"CHEONGSHING"	FRIDAY, 20th Sept., Noon.
MANILA	"YUENSANG"	FRIDAY, 20th Sept., 4 P.M.

REDUCED FARES TO STRAITS & CALOUTTA.

Hongkong to Singapore 1st Class	Single.	Return.
"Penang"	\$ 65	\$ 100
"Calcutta"	105	150

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY, CHEFOO, NEWCHWANG & TIENTSIN	"KUEICHO" 22nd	Sept., daylight.
AMOY, NINGPO & SHANGHAI	"SHAHSING" 1st	22nd
HOIHOW and HAIPHONG	"HUPEH" 24th	"
MANILA	"TAMING" 24th	" 4 P.M.
SHANGHAI & CHINKIANG	"KANSU" 25th	"
SWATOW & SHANGHAI	"YOHOW" 25th	"
CEBU and ILOILO	"KAIFONG" 25th	"
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA" 1st	10th Oct.,
YOKOHAMA & KOBE	"CHINGTU" 10th	"

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Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 21st Sept., 1907.
WUHI	2540	Almond	"	SATURDAY, 28th Sept., 1907.

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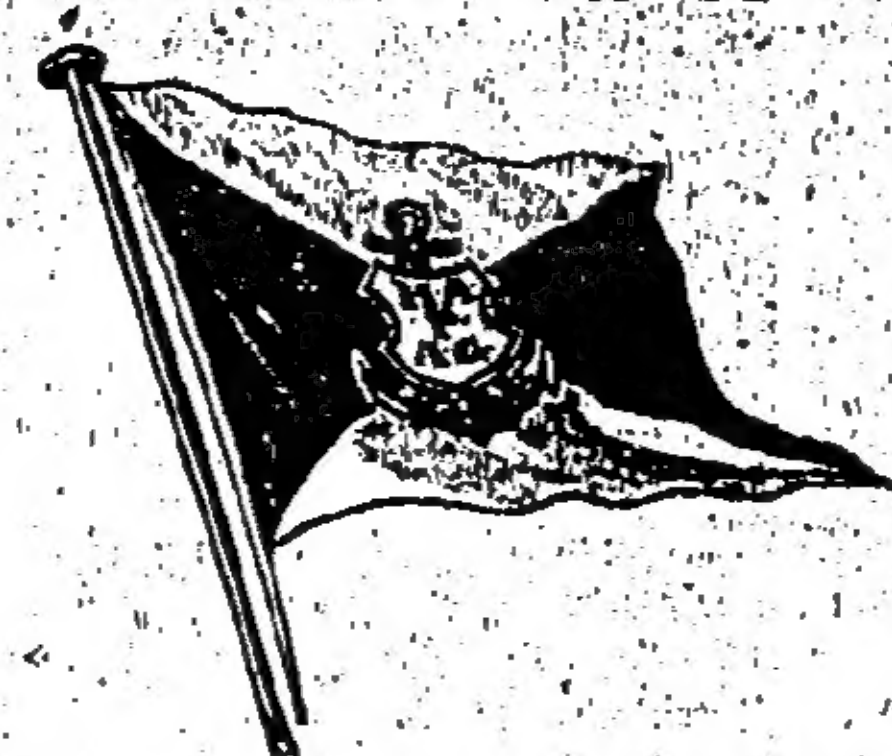
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General Agents.

Shipping—Steamers.

HAMBURG—AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA.—HABSBURG.—HOHENSTAUFEN.—SILESIA.—SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN ... 1st Oct.	RHENANIA ... 2nd Oct.
SILESIA ... 2nd Nov.	HOHENSTAUFEN ... 30th Oct.

Hongkong, 2nd September, 1907.

FOR DALNY.

THE Steamship

"KARONGA" will be despatched for the above Port, on WEDNESDAY, the 25th inst., at 5 P.M.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th September, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM" Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a fully qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th September, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons. Captain. Sailing.

Superior 6,235 W. Shotton 8th Oct.

Kumiko 6,732 D. Baird 15th Oct.

Shawmut 9,666 E. W. Roberts 6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 18th September, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICO and other Coast ports.

Steamers Capt. Tons To sail

KASATO MARU D. Mori 6,113 About Middle of Oct.

KATHERINE PARK 5,000 About End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 18th September, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SIKH" 5th Oct.

S.S. "MUNCASTER CASTLE" 26th Oct.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 13th September, 1907.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"HEADLEY" will be despatched for the above Port, on or about SATURDAY, the 19th October.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 16th September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

Intimations.

PAUST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

F. BLACKHEAD & CO., SHIP-OHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 7th March, 1907.

WEATHER-FORCASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and 1/2 U.M. below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flaggstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Legat's, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock Aberdeen.

Wanlan Sai Ki Wan.

Stanley Sai Kung.

Cape Collinson Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light houses.

F. G. FROO, Director.

26th July, 1907.

COLONIAL OFFICE REORGANISATION SCHEME.

London, Aug. 23.—In reply to a question put to him in the Lords by the Earl of Jersey, Lord Elgin gave information to the reorganisation of the Colonial Office on the lines agreed upon at the recent Premiers' Conference in London. Government proposed to divide the office into three departments instead of four. The first of these is to be called the Dominion Department, to deal exclusively with the self-governing colonies. The second is to be called:

THE COLONIAL DEPARTMENT, and its function will be to deal with the affairs of the Crown Colonies, while the third will be known as the General Department.

Mr. Charles Prestwood Lucas, at present one of the Assistant Under-Secretaries, will be head of the general Department, and he will be the secretary to the Imperial Conference.

VIEWS OF THE "TIMES."

London, Aug. 24.—The Dominion Department includes protectorates and possessions geographically dependent upon the self-governing colonies. The General Department deals with legal, financial, and other business, with a standing committee taking a collective view of contracts, concessions, and patronage. The Times describes the re-arrangement as the direct fruit of the Conference, and as being of great significance. That the TERM COLONIAL SHOULD BE CONFINED TO THE CROWN COLONIES and a secretariat to the Conference inside the Colonial Office is an anomaly that can only be a transition to a further stage of development. As the Conference placed the Imperial States on an equality with the home Government the Secretariat must be ultimately responsible exclusively to the heads of these States, under the chairmanship of the motherland's Premier. The need of keeping in the closest touch with colonial feeling suggests that the Government ought to be ready to go outside the Colonial Office in appointing officials to the Secretariat.

THE DECEASED WIFE'S SISTER BILL.

WHAT ITS EFFECT WILL BE.

One thousand marriages a year at the very least that are now illegal will, it is estimated, be legalised by the passing of the Deceased Wife's Sister Bill. Many of these are marriages in high quarters, for a considerable number of men distinguished in the arts, in literature, and in commerce have married their deceased wife's sister.

Mr. Paynter Allen, who, as secretary to the Marriage Law Reform Association, of which Mr. Holman Hunt, the veteran artist, is chairman, has devoted the best part of a lifetime to the cause that is only now, after the labours of more than half a century, about to be crowned with success, informed our representative this morning how the estimate is arrived at. "In 1877," he said, "the Royal Commission that investigated the question discovered there had been five hundred such marriages annually since 1835, when the law became what it is now. Since then the number has become a matter of deduction. If you have five hundred marriages annually for a period of eleven years, when the population was half what it is now, and if you have regard at the same time to the fact that the Act forbidding such marriages was only then recently passed, whereas now persons have been encouraged by the attitude of the House of Commons to take a tolerant view of it, you must at least double that number, and you find, further, a satisfactory confirmation of the thousand a year in the actual statistics kept by the Minister of Justice in France, who informs us that such unions in that country, with a population smaller than that of the United Kingdom, comes to about that number."

ALL PAST MARRIAGES LEGALISED.

A clause in the Bill will make the measure retrospective in character, legalising all marriages with the deceased wife's sister that have already been contracted. "The agitation," said Mr. Allen, "could never cease unless it was recognised in this way that our objects from first to last have been to benefit the children; you would simply be punishing the children otherwise, and the alleged guilty would go scot free."

"It is," Mr. Allen added, "a tremendous testimony to the advantages of the bill that such countries as the United States, Switzerland, and Germany, that have approved of similar measures, have never had the slightest doubt or uncertainty of their value, and have made no attempt whatever to go back upon what they have done. Such marriages, indeed, become in cases where there are children who are cared for by the deceased wife's sister, practically compulsory with honourable men. Many sacrifice everything in their devotion to their dead sister's children. These women could not remain in the home if their brother-in-law married some other lady, and it would be extremely cruel to turn them out of doors. One would like to impress the fact that from first to last the cause has been, not merely the question of marriage, but the interests of the children and the grown-up children, as well as the little ones."

The question has been asked whether, now that marriage with the deceased wife's sister is to be legalised, there will be any reform with regard to that with the brother's widow. "This is a case, however, that is held to be, for many reasons, on an entirely different footing, and no reform of the kind indicated is proposed—P. M. G."

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 14th September, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.				RESERVE.	AT WORKING ACCOUNT.		
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,797,167	{ 1.15/- for 1 year ending 30.6.07 @ ex 2/2 3/16 = \$16.04	44 1/2
National Bank of China, Limited	99,925	£7	£6	{ £12,735 \$300,000	\$71,293	\$2 (London 3/6) for 1905	...
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	£250	\$50	{ \$1,674,000 \$200,000	\$233,538	\$20 for 1905	7 1/2
North China Insurance Company, Limited	10,000	£15	£5	{ \$110,000 Tls. 50,000	Tls. 185,520	{ Interim of 7/5 for account 1906 @ ex 2/10 12/16 per tact	6 1/2
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ \$3,000,000 \$700,000	\$1,460,400	{ Final of \$12 making \$32 for 1905 and Interim of \$30 for 1906	5 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$1,000,000	\$461,467	11. f r year ending 31.12. 5	7 1/2
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$1,000,000	\$362,980	\$4 and bonus \$2 for 1905	9 1/2
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,250,483 \$1,250,483	\$435,236	\$40 for 1905	12 1/2
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$250,000	\$365	\$1 for 1906	6 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$250,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 1/2
Hongkong, Canton & Macao Steamboat Co. Ltd.	20,000	\$15	\$15	{ \$150,000 \$150,000	\$17,101	\$1 for 1st half-year ending 30.6.07	7 1/2
Indo-China Steam Navigation Co. Ltd. (Preferred)	60,000	£5	£5	{ £60,000 £60,000	£3,694	5/- for 1906 @ ex 2/2 = \$1.14 per share	3 1/2
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 Tls. 100,000	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,871 £1,871	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907	4 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$10,000	\$137	{ \$1.00 for year ending 30.4.1907 \$0.50	5 1/2
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	{ Tls. 410,479 Tls. 62,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2
SUGAR.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$450,000 \$450,000	\$9,218	\$8 for year ending 31.12.06	8 1/2
Luzon Sugar Refining Company, Limited	1,000	\$100	\$100	{ none Tls. 400,000	18,835	\$3 for 1897	4 1/2
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 400,000 Tls. 400,000	18,835	Tls. 4 (8 1/2) for year ending 31.8.06	4 1/2
Mining.							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 £110,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 1/2
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £1,871 £1,871	£11,358	No. 12 of 1/1 = 48 cents	...
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124 \$64,124	\$10,335	\$1.75 for year ending 31.12.06	10 1/2
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$10,000 \$10,000	\$3,047	Interim of \$1 for six months ending June 30th 1907	6 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000 \$100,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	7 1/2
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 1/2
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	75,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 15,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 1/2
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$25,000 \$25,000	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$1,000	19,178	\$1.80 for 1906	12 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,977 \$648,977	10,925	\$4 for 1st half-year ending 30.6.07	10 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$100,000 \$100,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000	\$11,567	80 cents for 1906	7 1/2
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	{ none Tls. 869,493	\$1,089	\$2 1/2 for 1906	7 1/2
Shanghai Land Investment Company, Limited	28,000	Tls. 50	Tls. 50	{ Tls. 170,000 Tls. 170,000	145,619	Interim of Tls. 3 for account 1907	7 1/2
West Point Building Company, Limited	12,500	\$50	\$50	{ none Tls. 170,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000	Tls. 66,986	Tls. 10 for year ended 31.10.1906	15 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ \$10,000 \$10,000	\$14,269	30 cents for year ending 31.7.07	4 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 1/2)	11 1/2
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 28,357	Tls. 31,469	Tls. 8 for 1906	8 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 28,357 Tls. 28,357	Tls. 50,663	Tls. 50 for 1906	16 1/2
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 £1,299	£638	1/3 per share for 1906	9 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$10,000 \$10,000	1653	\$3 for 1905	...
China-Borico Company, Limited	10,000	\$10	\$10	{ none Tls. 50,000	Nil.	\$1 for 1904	...
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	...
China Light and Power Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000	\$25,000	60 cents for year ended 25.2.05	...
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$115,000 \$115,000	1855	80 cents for 1906	9 1/2
Dairy Farm Company, Limited	25,000	\$21	\$6	{ \$50,000 \$50,000	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$11,000 \$11,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 1/2
Hall & Holt, Limited	11,000	\$20	\$20	{ \$186,000 \$186,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none Tls. 105,000	\$2,953	\$1 per share for year ending 28.2.07	7 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$105,000 \$105,000	\$4,361	Interim of \$4 for 1 year ending June 30th '07	9 1/2
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$105,000 \$105,000	\$4,361	Interim of 80 cents per share for a/c 1907	8 1/2
Maatschappij tot Mijn. Bosch en Landbouw, 3	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none Tls. 27,603	\$2,655	\$1 per sh. for period fr 19th Oct. to 30th Apr. '07	8 1/2
Peak Tramways Company (new)	50,000	\$10	\$10	{ none Tls. 27,603
Philippine Company, Limited	67,500	\$10	\$10	{ none Tls. 27,603
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323 Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 450,000 Tls. 450,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 24,820	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8 1/2
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ Tls. 100,000 Tls. 100,000	Tls. 85,592	Interim of 15/- for account 1907	...
South China Morning Post, Limited	7,200	£20	£20	{ Tls. 100,000 Tls. 100,000	£41,934	Interim of 15/3 for account 1907	...
Steam Laundry Company, Limited	20,000	\$25	\$5	{ none Tls. 15,295	£214	None	...
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 15,295	Tls. 301	Tls. 6 1/2 for year ending 30.4.07	...
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none Tls. 4,000	\$349	First year	...
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$35,000 \$35,000	\$1,360	80 cents on 9,900 ord. shares and \$19.83 on 100 Founders shares for yr. end. 31.5.07	8 1/2
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$100,000 \$100,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2
William Powell, Limited	15,000	\$10	\$10	{ \$15,000 \$15,000	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 1/2

* These shares are entitled to half of the profits.

Shipping—Steamers



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 21st September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia* due in London on 2nd November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 7th September, 1907.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR—SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN."

Captain Varron, will be despatched for MARSEILLES on TUESDAY, the 1st October, at P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *NERA*.....15th Oct.

S.S. *YARRA*.....29th Oct.

S.S. *ERNEST SIMONS*.....12th Nov.

S.S. *TONKIN*.....26th Nov.

S.S. *POLYNESIE*.....10th Dec.

S.S. *TOURANE*.....24th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th September, 1907.

Intimations.

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Hongkong, 16th May, 1905.



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